

## Part 71—Designation of Federal Airways, Area Low Routes, Controlled Airspace, Reporting Points, Jet Routes, and Area High Routes

A technical amendment was adopted March 12, 1993, to Amendment 71-16, Terminal Airspace Reconfiguration; the preamble to this amendment starts on page P-169.

This change also adds Amendment 71-18, Airspace Reclassification; Incorporation by Reference, adopted November 18, 1992 and Amendment 71-19, Offshore Airspace Reconfiguration; Additional Control Areas; Continental Control Area; Area Low Routes; Control Areas Associated with Jet Routes Outside the Continental Control Area; Reporting Points; Flushing (New York) Airport Traffic Rule; and Valparaiso, Florida, Terminal Area, adopted February 24, 1993.

Bold brackets appear around revised or added material. The amendment number and effective date of these changes appear in bold brackets at the end of each affected section.

**Page Control Chart**

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Suggest filing this transmittal at the beginning of the FAR. It will provide a method for determining that all changes have been received as listed in the current edition of AC 00-44, Status of Federal Aviation Regulations, and a check for determining if the FAR contains the proper pages.



in the Federal Register on August 27, 1992. This action amends technical errors in certain airspace descriptions contained in FAA order 7400.7A, *Compilation of Regulations*, and FAA order 7400.9, *Airspace Reclassification*. This action also ensures that Class E airspace is designated above a Class B, Class C, or Class D airspace area. The intent of this action is to correct these technical errors prior to the implementation of the Airspace Reclassification final rule on September 16, 1993.

**EFFECTIVE DATE:** The amendment to 14 CFR 71.1 is effective April 29, 1993, through September 15, 1993; the amendment to 14 CFR 71.71 is effective September 16, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mr. William M. Mosley, Air Traffic Rules Branch, ATP-230, Federal Aviation Administration 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9251.

## **SUPPLEMENTARY INFORMATION:**

### **Background**

On August 27, 1992, the Terminal Airspace Reconfiguration final rule was published in the Federal Register (57 FR 38962). This rule amended part 71 of the Federal Aviation Regulations (14 CFR) by revising all control zones and transition areas as well as specific terminal control areas (TCAs) and airport radar service areas (ARSAs) described in FAA order 7400.7, *Compilation of Regulations*, effective November 1, 1991. This final rule also modified the corresponding Class B, Class C, Class D, and Class E airspace descriptions in FAA order 7400.9, *Airspace Reclassification*, effective September 16, 1993. Since the issuance of this final rule, the FAA has issued FAA Handbook 7400.7A, *Compilation of Regulations*, effective November 27, 1992, through September 15, 1993 (57 FR 56246; November 27, 1992), which is incorporated by reference in 14 CFR 71.1.

During reviews of the airspace descriptions that were promulgated in the Terminal Airspace Reconfiguration final rule, the FAA found some minor errors. This amendment will correct these errors.

### **The Amendment**

The FAA, including each regional office, and the National Ocean Service (NOS) have continued to review each of more than 3,100 airspace descriptions that were promulgated in the Terminal Airspace Reconfiguration final rule.

During the review, minor errors were noted. Many could be found only after the airspace areas were depicted on aeronautical charts. Some of the errors would have inadvertently created airspace that would have become an incorrect class of airspace on September 16, 1993. In some of these cases, this amendment designates airspace that will become Class E airspace in an area that otherwise would have become the more restrictive Class D airspace.

In addition, during the review the FAA noted that § 71.71, which describes Class E airspace and becomes effective September 16, 1993, needs a minor revision. Class E airspace extends upward from the surface to the overlying or adjacent controlled airspace. However, the strict application of this definition would leave a corridor of uncontrolled airspace above a Class B, Class C, or Class D airspace area because the Class E airspace ends beneath the more restrictive airspace. Therefore, the FAA has revised § 71.71(c). The revision designates Class E airspace above a Class B, Class C, or Class D airspace area for the purpose of transitioning to or from the terminal or en route environment.

Airport radar service areas (ARSA's), control zones, and transition areas are published in Sections 71.501, 71.171, and 71.181, respectively, of FAA order 7400.7A dated November 2, 1992, and effective November 27, 1992, which is incorporated by reference in 14 CFR 71.1. The ARSA's, control zones, and transition areas listed in this document will be published subsequently in the order.

Control Zones for the Primary Airport of an ARSA

The FAA amends the airspace descriptions of the following control zones for the primary airport of an ARSA in 71.171 of FAA order 7400.7A.

The technical corrections to these airspace descriptions are described below.

**FAA Region: New England**

*Providence, Rhode Island:* The airspace description is revised by excluding the airspace that extends into the North Kingstown, Rhode Island control zone from the extension for instrument approaches to the Providence, Theodore Francis Green State Airport.

**FAA Region: Northwest Mountain**

*Portland, Oregon:* The airspace description is revised by excluding the airspace that extends into the Portland, Troutdale Airport, Oregon control zone.

**FAA Region: Western Pacific**

*El Toro Marine Corps Air Station, California:* The airspace description is revised by changing the geographic position of El Toro Marine Corps Air Station from “lat. 33°40’03”N., long. 117°43’09”W.” to “lat. 33°40’34”N., long. 117°43’52”W.”

*Airport Radar Service Areas*

The FAA amends the airspace descriptions of the following ARSAs in Section 71.501 of FAA order 7400.7A.

**FAA Region: Northwest Mountain**

*Whidbey Island Naval Air Station, Washington:* The airspace description is revised by adding language that notes the ARSA operates on a part-time basis. The ARSA now operates on a part-time basis in accordance with airspace docket number 92-AWA-04.

**FAA Region: Western Pacific**

*El Toro Marine Corps Air Station, California:* The airspace description is revised by changing the geographic position of El Toro Marine Corps Air Station from “lat. 33°40’03”N., long. 117°43’09”W.” to “lat. 33°40’34”N., long. 117°43’52”W.”

*Control Zones for Airports With Operating Control Towers That Are Not the Primary Airport Within a TCA or an ARSA*

The FAA amends the airspace descriptions of the following control zones for airports with operating control towers that are not the primary airport of a TCA or an ARSA in section 71.171 of FAA order 7400.7A.

The technical corrections to these airspace descriptions are described below.

**FAA Region: Alaskan**

*Fairbanks, Fort Wainwright Army Air Field, Alaska:* The airspace description is revised by excluding certain airspace northwest of the airport from the area necessary for aircraft operating under instrument flight rules (IFR) to depart within controlled airspace.

**FAA Region: Central**

*Sioux City, Iowa:* The airspace description is revised by excluding the airspace within a 1-mile radius of the South Sioux City, Martin Field, Nebraska, from the control zone. This change will not require

of the Chesapeake Ranch Airport is within the airspace for aircraft operating under IFR to depart within controlled airspace.

*Manassas, Virginia:* This airspace description, which was inadvertently omitted from FAA order 7400.7A, is added. The airspace description is also revised by dividing the control zone into two areas. one area includes the airspace necessary for aircraft departing from the Manassas Municipal/Harry P. Davis Airport to depart within controlled airspace, which will become Class D airspace on September 16, 1993. The other area includes the airspace necessary for instrument approaches, which will become Class E airspace on September 16, 1993.

*Fort Belvoir, Virginia:* The airspace description is revised by lowering the ceiling from "up to and including 2,600 feet mean sea level (MSL)" to "up to, but not including, 2,500 feet MSL," which ensures the ceiling does not penetrate the Washington Tri-Area TCA. The description is also revised by excluding the airspace that extends into the Washington Tri-Area TCA from the control zone.

#### **FAA Region: Great Lakes**

*Glenview Naval Air Station, Illinois:* The airspace description is revised by adding the arrival extensions for runway 17, which were inadvertently deleted.

#### **FAA Region: New England**

*Beverly, Massachusetts:* The airspace description is revised by excluding airspace that extends into the Boston, Massachusetts TCA and the Lawrence, Massachusetts control zone from the area necessary for aircraft operating under IFR to depart within controlled airspace, which will become Class D airspace on September 16, 1993. The airspace description is also revised by excluding airspace that extends into the Lawrence, Massachusetts control zone from the extension used for instrument approaches, which becomes Class E airspace on September 16, 1993.

*Lawrence, Massachusetts:* The airspace description is revised by eliminating the clause that excludes the airspace that extends into the Beverly, Massachusetts control zone.

*North Kingstown, Rhode Island:* The airspace description is revised by eliminating the clause that excludes the airspace that extends into the Providence, Rhode Island control zone. The existing clause, which excludes airspace in the Providence, Rhode Island ARSA from the North Kingstown, Rhode Island control zone, excludes the same airspace area.

#### **FAA Region: Northwest Mountain**

*Portland, Troutdale Airport, Oregon:* The airspace description is revised by changing the reference to the Portland International Airport, Oregon control zone, which will cease to exist on September 16, 1993, to the Portland International Airport, Oregon ARSA.

*Tacoma, Tacoma Narrows Airport, Washington:* The airspace description is revised by including the airspace east of a line 1.8 miles east of and parallel to the 009° bearing from the Graye NDB in the Tacoma Narrows control zone. This airspace was inadvertently excluded from the airspace area.

#### **FAA Region: Southern**

*Orlando, Executive Airport, Florida:* The airspace description is revised by lowering the ceiling from "up to and including 2,600 feet MSL" to "up to, but not including, 1,600 feet MSL," which ensures the ceiling does not penetrate the Orlando, Florida TCA.

from “2,800 feet MSL” to “3,800 feet MSL.” The higher ceiling is the equivalent of 2,500 feet above the surface, which is the standard ceiling for control zones that will become Class D airspace.

*Lawton, Oklahoma:* The airspace description is revised by dividing the control zone into two areas. One area includes the airspace necessary for aircraft departing from Lawton Municipal Airport or Henry Post Army Air Field to depart within controlled airspace, which will become Class D airspace on September 16, 1993. The other area includes the airspace necessary for instrument approaches, which will become Class E airspace on September 16, 1993.

*Dallas, Addison Airport, Texas:* The airspace description is revised by lowering the ceiling from “up to and including 3,100 feet MSL” to “up to, but not including, 3,000 feet MSL,” which ensures that the ceiling does not penetrate the Dallas-Fort Worth, Texas TCA.

*Dallas, Redbird Airport, Texas:* The airspace description is revised by lowering the ceiling from “up to and including 3,200 feet MSL” to “up to, but not including, 2,500 feet MSL,” which ensures that the ceiling does not penetrate the Dallas-Fort Worth, Texas TCA.

*Fort Worth, Alliance Airport, Texas:* The airspace description is revised by lowering the ceiling from “up to and including 3,200 feet MSL” to “up to, but not including, 3,000 feet MSL,” which ensures that the ceiling does not penetrate the Dallas-Fort Worth, Texas TCA.

*Houston, David Wayne Hooks Memorial Airport, Texas:* The airspace description is revised by lowering the ceiling from “up to and including 2,700 feet MSL” to “up to, but not including, 2,000 feet MSL,” which ensures that the ceiling does not penetrate the Houston, Texas TCA.

#### **FAA Region: Western Pacific**

*El Centro, Naval Air Field, California:* The airspace description is revised by eliminating the clause that excludes airspace that extends into restricted area R-2510. The El Centro control zone and R-2510 do not overlap.

*San Diego, Gillespie, California:* The airspace description is revised by deleting the exclusion of the Montgomery Field control zone which eliminates the arrival extension to the Montgomery Field control zone from preempting the surface area of the Gillespie control zone.

*San Diego, Montgomery Field, California:* The airspace description is revised by excluding the airspace that extends into the San Diego, California TCA and the San Diego-Gillespie, California control zone from the extension for instrument approaches.

*Van Nuys, California:* The airspace description is revised by lowering the ceiling from “up to and including 3,300 feet MSL” to “up to, but not including, 3,000 feet MSL,” which ensures that the ceiling does not penetrate the Burbank-Glendale-Pasadena, California ARSA.

#### *Control Zones for Airports Without Operating Control Towers*

The FAA amends the airspace descriptions of the following control zones for airports without operating control towers in section 71.171 of FAA Order 7400.7A.

The technical corrections to these airspace descriptions are described below.

*Worland, Wyoming:* The airspace description is revised by eliminating the language that notes the control zone is active on a part-time basis. The control zone now operates on a full-time basis in accordance with airspace docket number 92-ANM-05.

#### *Transition Areas*

The FAA amends the airspace descriptions of the following transition areas in section 71.181 of FAA Order 7400.7A.

The technical corrections to these airspace descriptions are described below.

#### **FAA Region: Alaskan**

*Barrow, Alaska:* The airspace description is revised by eliminating the clause that excludes airspace more than 12 miles from the shoreline. The area does not extend beyond 12 miles from the shoreline. The airspace description is also revised by changing the clause that refers to the Barrow, Alaska control zone to indicate the control zone operates on a full-time basis as opposed to a part-time basis.

*King Salmon, Alaska:* The airspace description is revised by eliminating the portion at and above 14,500 feet MSL, which is unnecessary. The airspace description is also revised by eliminating a clause that excludes certain airspace associated with the portion at and above 14,500 feet MSL.

*Sitka, Alaska:* The airspace description is revised by moving the extension for instrument approaches to correspond with the Sitka localizer frontcourse as opposed to the backcourse.

#### **FAA Region: Eastern**

*Chantilly, Virginia:* The airspace description is revised by converting distances in statute miles to the nearest equivalent in nautical miles.

#### **FAA Region: Great Lakes**

*Three Rivers, Michigan:* The airspace description is revised by eliminating a clause that excludes airspace that extends into the Kalamazoo/Battle Creek, Michigan ARSA. The proposal to establish this ARSA has been withdrawn.

*Williston, North Dakota:* The airspace description is revised by eliminating a clause that excludes the Watford City, North Dakota and New Town, North Dakota transition areas. The Williston transition area does not overlap these Watford City or New Town transition areas.

#### **FAA Region: New England**

*Kennebunkport, Maine:* The airspace description is revised by eliminating one of the extensions that is necessary of instrument approaches. The same airspace is described elsewhere.

#### **FAA Region: Southern**

*Thomasville, Georgia:* This airspace description, which was inadvertently omitted from the Terminal Airspace Reconfiguration final rule, is added.

#### **FAA Region: Southwest**

*Venice, Louisiana:* The airspace description is revised to include the airspace necessary for helicopters on a standard instrument approach, which was inadvertently eliminated.

## **Amendment 71-17**

### **Terminal Airspace Reconfiguration**

**Adopted: October 7, 1992**

**Effective: October 14, 1992 thru September 15, 1993**

**(57 FR 47176, October 14, 1992)**

**SUMMARY:** The Terminal Airspace Reconfiguration Final Rule (FR 38962; August 27, 1992) amended the Federal Aviation Regulations (FAR) in pertinent part by revising all control zones and transition areas effective October 15, 1992. This action amends the effective date of certain control zone modifications in Alaska from October 15, 1992 to September 16, 1993.

**EFFECTIVE DATE:** This amendment is effective as of October 14, 1992 through September 15, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mr. William Mosley, Air Traffic Rules Branch (ATP-230), Airspace Rules and Aeronautical Information Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9251.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

The Terminal Airspace Reconfiguration Final Rule (FR 38962; August 27, 1992) amends the Federal Aviation Regulations (FAR) in pertinent part by revising all control zones and transition areas effective October 15, 1992. Specifically, the revisions will modify the lateral and vertical dimensions of the control zones. The FAA intended to decrease the vertical limits so as to prepare for the transition to Class D airspace and the accompanying communications requirement becoming effective September 16, 1993. The modification of the vertical limits of control zones at towered airports not associated with a terminal control area (TCA) or airport radar service area (ARSA), however, will significantly reduce the amount of airspace within which clearance for special visual flight rules (SVFR) operations can be issued. This unforeseen result could cause a negative impact on the efficient use of airspace at such airports. To illustrate, when the meteorological conditions preclude VFR flight, operations in the airspace above the revised vertical limits would have to be conducted under instrument flight rules. It was not the intent of the FAA in promulgating the Airspace Reclassification Rule (FR 65638; December 17, 1991) or the Terminal Airspace Reconfiguration Rule (FR 38962; August 27, 1992) to cause this impact. The FAA is initiating rulemaking action via a notice of proposed rulemaking (NPRM) to relieve this inadvertent impact under the Airspace Reclassification Rule effective September 16, 1993. However, in the interim, the FAA will delay the effective date of the new vertical limits in Alaska to mitigate any loss of efficiency during the rule making process.

##### **The Rule**

The effective date of October 15, 1992, as it pertains to the vertical limits of the control zones, is changed to September 16, 1993 for the following airports in Alaska: Anchorage International; Bethel; Bryant AHP; Eielson AFB; Elmendorf AFB; Fort Wainwright AAF; Fairbanks International; Galena; Juneau; Kenai; King Salmon; Kodiak; Lake Hood; Merrill Field; and Shemya. Control zones are published in



The FAA has determined that this action: (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Because this action merely delays the effective date of the vertical limits of 15 control zones in Alaska as contained in FAA Order 7400.7, the FAA finds that good cause exists, pursuant to 5 U.S.C. 553(d), for making the amendment effective in less than 30 days.

#### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 effective October 14, 1992.

The authority citation for Part 71 continues to read as follows:

*Authority:* 49 U.S.C. App. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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#### **Amendment 71-18**

##### **Airspace Reclassification; Incorporation by Reference**

**Adopted: November 18, 1992**

**Effective: November 27, 1992 thru September 15, 1993**

**(57 FR 56246, November 27, 1992)**

**SUMMARY:** This action amends the Federal Aviation Regulations relating to airspace designations to reflect the approval by the Director of the Federal Register of the incorporation by reference of FAA Order 7400.7A, Compilation of Regulations. This action also explains how the FAA will amend the listings of Federal airways, area low routes, jet routes and other airspace areas incorporated by reference.

**EFFECTIVE DATE:** These regulations are effective November 27, 1992 through September 15, 1993. The incorporation by reference of FAA Order 7400.7A is approved by the Director of the Federal Register November 27, 1992 through September 15, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mr. William Mosley, Air Traffic Rules Branch (ATP-230), Airspace Rules and Aeronautical Information Division, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9251.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

FAA Order 7400.7 listed the airspace descriptions for all jet routes, area high routes, Federal airways control areas, control area extensions, area low routes, control zones, transition areas, terminal control areas, airport radar service areas, positive control areas, and reporting points. Due to the length of these descriptions, the FAA requested approval from the Office of the Federal Register to incorporate the material by reference in § 71.1 (14 CFR § 71.1). The Director of the Federal Register approved the incorporation by reference of FAA Order 7400.7 in § 71.1 effective as of December 17, 1991 through September 15, 1993. During the incorporation by reference period, the FAA processed all proposed changes of the airspace listings in FAA Order 7400.7 in full text as proposed rule documents in the *Federal Register*. Likewise, all amendments of these listings were published in full text as final rules in the *Federal Register*. This rule reflects the periodic integration of these final rule amendments into a revised edition of the Compilation of Regulations, FAA Order 7400.7A. The Director of the Federal Register

amendments into a revised edition of the Order, and submit the revised edition to the Director of the Federal Register for approval for incorporation by reference in § 71.1.

The FAA has determined that this action: (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal.

This action neither places any new restrictions or requirements on the public, nor changes the dimensions or operating requirements of the airspace listings incorporated by reference in Part 71. Consequently, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Because this action merely updates references to material incorporated by reference and describes how the FAA will amend the listings contained in FAA Order 7400.7A, the FAA finds that good cause exists, pursuant to 5 U.S.C. 553(d), for making the amendment effective in less than 30 days.

#### **Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 effective November 27, 1992.

The authority citation for Part 71, as currently in effect, continues to read as follows:

*Authority:* 49 U.S.C. App. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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#### **Amendment 71-19**

**Offshore Airspace Reconfiguration; Additional Control Areas, Continental Control Area; Area Low Routes; Control Areas Associated with Jet Routes Outside the Continental Control Area; Reporting Points; Flushing (New York) Airport Traffic Rule; and Valparaiso,**

#### **Florida Terminal Area**

**Adopted: February 24, 1993**

**Effective: June 30, 1993/December 9, 1993**

**(58 FR 12128, March 2, 1993)**

**SUMMARY:** This final rule amends the Federal Aviation Regulations (FAR) by designating additional control areas as offshore airspace areas or en route domestic airspace areas, as appropriate; revising certain additional control areas; including restricted and prohibited areas in the Continental Control Area; eliminating domestic area low routes; eliminating control areas associated with jet routes outside the Continental Control Area; eliminating domestic high altitude reporting points; eliminating certain domestic low altitude reporting points; eliminating the special air traffic rules for Flushing, New York; and replacing the Valparaiso, Florida terminal area and special air traffic rules with the Eglin, Florida Class D airspace areas. These amendments respond to recommendations from the National Airspace Review (NAR) and meet a goal of the Airspace Reclassification final rule—to simplify airspace assignment and use.

**EFFECTIVE DATE:** The amendments to §§ 71.1 and 71.9 which are currently in effect, become effective April 1, 1993, through September 15, 1993; the removal of § 71.6 becomes effective April 1, 1993; the removal of subpart P of part 93 becomes effective June 20, 1993; the amendments to §§ 71.1,

On December 17, 1991, the final rule on Airspace Reclassification was published (56 FR 65638). The new airspace classes described in that final rule will become effective on September 16, 1993. That final rule amends FAR part 71 (14 CFR part 71) to reclassify U.S. airspace in accordance with the airspace classes adopted by the International Civil Aviation Organization (ICAO).

Under the Airspace Reclassification final rule, effective September 16, 1993, positive control areas (PCA's), jet routes, and area high routes are classified as Class A airspace areas; terminal control areas (TCA's) are classified as Class B airspace areas; airport radar service areas (ARSA's) are classified as Class C airspace areas; control zones for airports with operating control towers and airport traffic areas that are not associated with the primary airport of a TCA or an ARSA are classified as Class D-airspace areas; all other controlled airspace is classified as Class E airspace; and airspace that is not otherwise designated as a controlled airspace area is classified as Class G airspace.

The implementation of the Airspace Reclassification final rule includes two reviews of certain existing airspace areas to ensure that the areas correspond to the new airspace classifications. The first of these reviews, the Terminal Airspace Reconfiguration, addressed control zones, transition areas, certain TCA's, and certain ARSA's. The Terminal Airspace Reconfiguration final rule was published on August 27, 1992 (Amendment Number 71-16; 57 FR 38962).

This final rule, which addresses offshore airspace and other areas related to the reclassification of airspace, is the second rulemaking action.

### **Discussion of the Amendments and Public Comments**

This final rule is based on Notice of Proposed Rulemaking (NPRM) No. 92-13 (57 FR 42810; September 16, 1992). The rule amends part 71 by revising certain existing airspace areas designated in FAA Order 7400.7A, *Compilation of Regulations*, dated November 2, 1992, and effective November 27, 1992, which is incorporated by reference in 14 CFR 71.1. This final rule also revises the corresponding airspace areas designated in FAA Order 7400.9, *Airspace Reclassification*, effective September 16, 1993, which is also incorporated by reference in 14 CFR 71.1.

This final rule reflects amendments that have been issued since the publication of Notice No. 92-13. On November 27, 1992, Amendment No. 71-18 "Airspace Reclassification; Incorporation by Reference" was published in the FEDERAL REGISTER (57 FR 56246). Amendment No. 71-18 reflected the approval of the Director of the Federal Register for the incorporation by reference of FAA Order 7400.7A, *Compilation of Regulations*, as of November 27, 1992, through September 15, 1993.

In addition, this final rule reflects Airspace Docket No. 92-ANM-2 "Alteration of VOR Federal Airways" (57 FR 46977; October 14, 1992), which established the Rogue Valley, Oregon reporting point.

Four comments were submitted in response to Notice No. 92-13. The comments were submitted by the Air Line Pilots Association (ALPA), Aircraft Owners and Pilots Association (AOPA), the New York City Economic Development Corporation, and Vandenberg Air Force Base, California.

ALPA stated that the proposed rule is a natural extension of other rulemaking related to airspace reclassification. The other commenters addressed specific proposals in the NPRM; their comments are addressed under the amendment to which they pertain.

The Department of Defense (DOD) expressed concern that, although the FAA consulted with the Department of State and DOD in accordance with Executive Order 10854, Notice No. 92-13 did not include language that explains the impact of this rulemaking action on international and DOD operations. These issues are addressed in this final rule in the portion entitled "ICAO Considerations." Correspondence from DOD to the FAA pertaining to this issue was placed in the docket.

miles from the U.S. coast.

Notice No. 92-13 proposed to: (1) designate additional control areas as offshore airspace areas or en route domestic airspace areas, as appropriate; (2) implement, to the extent practicable, a uniform base altitude of 5,500 feet mean sea level (MSL) for offshore airspace areas; (3) identify offshore airspace areas by name, to the extent possible; (4) classify offshore airspace as Class A or Class E airspace areas, as appropriate; and (5) classify en route domestic airspace areas as Class E airspace areas.

The commander of the 30th Space Wing at Vandenberg Air Force Base, California, questioned the replacement of existing lateral boundaries of offshore airspace areas. These boundaries are currently designated at 3 nautical miles from the U.S. coast and were proposed to be designated at 12 nautical miles from the U.S. coast. The commenter expressed concern that the revision would affect Restricted Areas R-2516 and R-2517, in which missile launches and commercial space launches occur.

The FAA is not altering special use airspace, including the special use airspace near Vandenberg Air Force Base, under this amendment. The current boundaries of warning and restricted areas will remain unchanged under this amendment. Specific proposals in Notice No. 92-13 apply to controlled airspace that is off the U.S. coast and designated by the FAA in FAR part 71 and FAA Order 7400.7A. The proposals do not apply to any special use airspace designated by the FAA in FAR part 73 and FAA Order 7400.8, *Special Use Airspace*. Examples of special use airspace are warning areas, restricted areas, and prohibited areas.

In addition, the FAA will continue the current air traffic control (ATC) procedures associated with offshore airspace and warning areas. Specifically, ATC will continue to prohibit any aircraft operating under instrument flight rules (IFR) to be routed through an active warning area unless the FAA receives approval from the using agency.

AOPA supports the FAA's proposed action to establish a uniform base of 5,500 feet MSL for most of the offshore airspace areas.

The FAA received no other comments on the proposals to revise additional control areas. The amendments to additional control areas are addressed below under the titles "Offshore Airspace Areas" or "En Route Domestic Airspace Areas."

The separation of additional control areas into offshore airspace areas or en route domestic airspace areas only applies to the airspace areas found in subpart E of FAA Order 7400.9, which is effective September 16, 1993. Specifically, the FAA amends part 71, effective September 16, 1993, by revising § 71.33 to designate Class A offshore airspace areas and § 71.71(e) to designate Class E en route domestic airspace areas and by adding § 71.71(f) to designate Class E offshore airspace areas.

#### **Offshore Airspace Areas**

The FAA amends the additional control areas in § 71.163 of FAA Order 7400.7A as discussed below. The United States has jurisdiction over these airspace areas through an ICAO regional agreement.

No comments were received on the proposals concerning individual airspace areas. The offshore airspace areas are adopted as proposed in Notice No. 92-13 with the exception of technical corrections to the airspace descriptions, which are discussed below.

Many of the changes to the airspace descriptions are technical corrections of an administrative nature. These changes are based on suggestions from the National Ocean Service (NOS) to help simplify the airspace descriptions and ensure proper depiction on aeronautical charts. For example, these changes include replacing references to geographic positions with references to control area (CTA)/flight information region (FIR) boundaries, ensuring that the areas meet adjacent controlled airspace, amending the airspace descriptions by moving the clause describing the area's floor to the beginning of the airspace description (which is consistent with the format of other airspace descriptions), eliminating unnecessary or redundant geographic

and Santa Barbara, California control areas. The Pacific Low extends upward from 5,500 feet MSL up to, but not including, 18,000 feet MSL. The overlying Pacific High has a floor of 18,000 feet MSL and a ceiling of flight level (FL) 600.

The eastern boundaries for the Pacific High and Pacific Low offshore airspace areas are 12 miles off the U.S. shoreline.

The FAA adopts the proposals to eliminate the existing control areas entitled Barnegat, New Jersey; Brunswick, Maine; North Atlantic; and South Atlantic; to revise the South Florida control area; to designate the South Florida control area as the South Florida Low offshore airspace area; and to establish the Atlantic Low and Atlantic High offshore airspace areas.

The South Florida Low offshore area's lateral boundaries align with the Miami Oceanic CTA/FIR lateral boundaries. This revised boundary includes the existing portion of the South Atlantic control area south of latitude 28°00'00" North. The South Florida Low offshore airspace area extends upward from 2,700 feet MSL up to, but not including, 18,000 feet MSL. The South Florida airspace description is amended by replacing references to geographic positions, which describe the area's lateral boundaries, with references to the lateral boundaries of the Houston Oceanic CTA/FIR, Jacksonville Air Route Traffic Control Center, New York Oceanic CTA/FIR, San Juan Oceanic CTA/FIR, Santo Domingo FIR, Port-Au-Prince CTA/FIR, and Havana CTA/FIR.

The lateral boundaries of the Atlantic Low offshore airspace area are based upon the existing boundaries of the Brunswick, Maine; North Atlantic; and South Atlantic control areas, north of latitude 28°00'00" North except that the western boundary has been changed from 3 miles to 12 miles from and parallel to the U.S. shoreline. The Atlantic Low extends upward from 5,500 feet MSL up to, but not including, 18,000 feet MSL. The Atlantic Low airspace description is amended by replacing references to geographic positions, which describe the area's northern and eastern lateral boundaries, with references to the lateral boundaries of the Moncton FIR and New York Oceanic CTA/FIR.

The Atlantic High offshore airspace area has a floor of 18,000 feet MSL and a ceiling of FL 600. The lateral boundaries of the Atlantic High are based upon the boundaries of the following control areas: (1) existing Brunswick, Maine; (2) existing North Atlantic; (3) existing South Atlantic, north of latitude 28°00'00" North; and (4) revised South Florida Low except that the western boundary has been changed from 3 miles to 12 miles from and parallel to the U.S. shoreline. The Atlantic High airspace description is amended by replacing references to geographic positions, which describe the area's northern, eastern, and southern lateral boundaries, with references to the lateral boundaries of the Moncton FIR, New York Oceanic CTA/FIR, San Juan Oceanic CTA/FIR, Santo Domingo FIR, Port-Au-Prince CTA/FIR, Havana CTA/FIR, Houston Oceanic CTA/FIR, and Jacksonville Air Route Traffic Control Center.

The FAA adopts the proposal to revise the existing Gulf of Mexico control area by dividing it into two airspace areas: the Gulf of Mexico Low and Gulf of Mexico High offshore airspace areas. The Gulf of Mexico Low extends upward from 1,200 feet MSL up to, but not including, 18,000 feet MSL. The floor of the Gulf of Mexico Low remains at 1,200 feet MSL due to the high volume of air traffic and the requirement for air traffic control services below 5,500 feet MSL. The Gulf of Mexico High has a floor of 18,000 feet MSL and a ceiling of FL 600.

The lateral boundaries of the areas are based on the existing lateral boundaries for the Gulf of Mexico control area, except the eastern boundaries of the areas are aligned with the Houston Oceanic CTA/FIR. The airspace descriptions for the Gulf of Mexico Low and Gulf of Mexico High areas are amended by replacing references to geographic positions which describe the areas with references to the Jacksonville Air Route Traffic Control Center, Miami Oceanic CTA/FIR, Houston CTA/FIR; by specifying that the line 12 miles offshore and parallel to the U.S. shoreline is off the coast of Texas, Louisiana, Mississippi, Alabama, and Florida; and by ensuring that the lateral boundary off the U.S. shoreline meets the lateral boundaries of the adjoining controlled airspace. The adjoining controlled airspace areas include the Continental Control Area and transition areas.

retain their current lateral boundaries. In each case, one offshore airspace area extends upward from 5,500 feet MSL up-to, but not including, 18,000 feet MSL. The other offshore-airspace area has a floor at 18,000 feet MSL and a ceiling of FL 450. To distinguish between the offshore airspace areas with the same numerical identification, the titles of those offshore airspace areas that are below 18,000 feet MSL have an "L" suffix and the titles of those that are above 18,000 feet MSL have an "H" suffix.

The airspace descriptions for Control 1176H and Control 1176L are amended to eliminate duplicated descriptions of airspace areas and to ensure that the lateral boundaries continue to meet the adjoining warning areas.

The airspace descriptions for Control 1316H and Control 1316L are amended by replacing "VOR" with "VORTAC."

The airspace descriptions for Control 1318H and Control 1318L are amended by replacing "Elkey Fix" with the "Oakland CTA/FIR."

The airspace descriptions for Control 1415H and Control 1415L are amended by replacing "VOR" with "VORTAC."

The airspace descriptions for Control 1418H and Control 1418L are amended by specifying that the Hoquiam 232° radial is from the Hoquiam, Washington VORTAC.

The airspace descriptions for Control 1419H and Control 1419L are amended by specifying that the Newport 237° radial is from the Newport, Oregon VORTAC.

The airspace descriptions for Control 1486H and Control 1486L are amended by replacing "VOR" with "VORTAC" and by replacing "Seattle Oceanic CTA/FIR" with "Oakland Oceanic CTA/FIR."

The airspace descriptions for Control 1487H and Control 1487L are amended to ensure that lateral boundaries off the U.S. shoreline meet the lateral boundaries of the adjoining controlled airspace. The adjoining controlled airspace areas include the Continental Control Area and transition areas.

The FAA adopts the proposal to divide Control 1154 and Control 1173 into two areas each. The western boundaries of the areas are amended to meet the current eastern boundary of the Oakland Oceanic CTA/FIR. The southeast boundaries of Control 1173H and Control 1173L continue to meet Warning Area 283, Warning Area 285A, and Warning Area 285B, which are adjacent special use airspace areas. Control 1154L and Control 1173L have floors of 5,500 feet MSL and ceilings of up to, but not including, 18,000 feet MSL. Control 1154H and Control 1173H have floors at 18,000 feet MSL and ceilings of FL 450.

The airspace description of Control 1154H is amended by replacing references to VOR Federal Airway V-199, which describes the eastern boundary, with references to specific geographic positions.

The airspace descriptions for Control 1154L and Control 1173L are amended by eliminating a reference to controlled airspace below 5,500 feet MSL.

The FAA adopts the proposal to divide Control 1234 into two airspace areas. Control 1234L retains the existing floor of Control 1234, which is 2,000 feet above the surface, so that aircraft operating under IFR at low altitudes over the Alaskan Peninsula, the Aleutian Islands, and the surrounding waters remain within controlled airspace. Control 1234L would extend up to, but not including, 18,000 feet MSL. Control 1234H has a floor at 18,000 feet MSL and a ceiling of FL 450. Both retain the current lateral boundaries of Control 1234. The airspace descriptions are amended by replacing references to certain geographic positions, which describe the lateral boundaries, with references to the boundaries of the Anchorage Air Route Traffic Control Center.

The FAA adopts the proposal to establish the Gulf of Alaska Low offshore airspace area. The airspace area retains the current lateral boundaries except the northern boundaries are changed to 12

The airspace descriptions for the Norton Sound High, Norton Sound Low, Woody Island High, and Woody Island Low are amended to ensure that the lateral boundaries meet the adjoining controlled airspace. The adjoining controlled airspace areas include the Continental Control Area and transition areas. These changes will eliminate the potential for a small corridor of uncontrolled airspace next to the areas.

The FAA adopts the proposal to designate Control 1485 as Control 1485H. The revised airspace area retains its floor of FL 230, its ceiling of FL 450, and its existing lateral boundaries except that the northern boundary has been changed from 3 miles to 12 miles from and parallel to the U.S. shoreline.

The FAA adopts the proposal to designate Control 1141 as Control 1141L; Control 1142 as Control 1142L; Control 1143 as Control 1143L; Control 1144 as Control 1144L; and Control 1146 as Control 1146L. The amended airspace areas retain current lateral boundaries, have floors at 5,500 feet MSL, and ceilings of up to, but not including, 18,000 feet MSL.

The airspace description for Control 1143L is amended by replacing "RBN" with "NDB" and by excluding airspace in Canada.

The FAA amends subparts A and E of FAA Order 7400.9, effective September 16, 1993, by: (1) revising, as described above, the areas that correspond to the offshore airspace areas in section 71.163 of FAA Order 7400.7A; and (2) designating these control areas as Class A or Class E airspace areas as noted below.

The FAA designates those offshore airspace areas listed below, which have a floor of 18,000 feet MSL, or higher, as Class A airspace areas.

#### **Offshore Airspace Areas That Become Class A Airspace**

Atlantic High, 1154H, 1155H, 1156H, 1173H, 1176H, 1177H, 1234H, 1316H, 1318H, 1415H, 1416H, 1418H, 1419H, 1485H, 1486H, 1487H, Gulf of Mexico High, Norton Sound High, Alaska; Pacific High; and Woody Island High, Alaska.

The FAA designates those offshore airspace areas listed below as Class E airspace. These airspace areas have a floor set at a specified altitude and extend up to, but not including, 18,000 feet MSL.

#### **Offshore Airspace Areas That Become Class E Airspace**

Atlantic Low, 1141L, 1142L, 1143L, 1144L, 1146L, 1154L, 1155L, 1156L, 1173L, 1176L, 1177L, 1234L, 1316L, 1318L, 1415L, 1416L, 1418L, 1419L, 1486L, 1487L, Gulf of Alaska Low, Alaska; Gulf of Mexico Low; Norton Sound Low, Alaska; Pacific Low; San Juan Low, Puerto Rico; South Florida Low; and Woody Island Low, Alaska.

#### **En Route Domestic Airspace Areas**

In Notice No. 92-13, the FAA proposed to revise the additional control areas in section 71.163 of FAA Order 7400.7A, which are en route domestic airspace areas. Specifically, the FAA proposed to eliminate the additional control areas entitled Kirksville, Missouri, and Ottumwa, Iowa. The airspace described for these areas is encompassed in the statewide transition areas for Iowa and Missouri, which have floors at 1,200 feet above the surface. The FAA also proposed to rename the additional control area entitled Sault Sainte Marie, Michigan, as Upper Peninsula, Michigan. This would distinguish the additional control area entitled Sault Sainte Marie, Michigan, from the transition area entitled Sault Sainte Marie, Michigan.

No comments were received on the proposals concerning individual airspace areas. The FAA amends section 71.163 of FAA Order 7400.7A by eliminating the two additional control areas entitled Kirksville, Missouri, and Ottumwa, Iowa; renaming the Sault Sainte Marie, Michigan additional control area as

The Burley, Idaho additional control area is eliminated. The airspace area is within the Burley, Idaho transition area that became effective October 15, 1992.

The Lakeview, Oregon additional control area is eliminated. The airspace is within the Lakeview, Oregon transition area that became effective October 15, 1992.

The Ogden, Utah additional control area is eliminated. The airspace area is within the Ogden, Utah transition area that became effective October 15, 1992.

The Omak, Washington additional control area is eliminated. The airspace area is within the Omak, Washington transition area that became effective October 15, 1992.

The Rattlesnake, Wyoming airspace description is amended by eliminating an unnecessary reference to the Casper ILS west course.

The Reveille, Nevada airspace description is amended by ensuring that the southern lateral boundary meets the adjoining controlled airspace.

The Schlorede, Wyoming airspace description is amended by replacing the geographic position of Ellsworth Air Force Base from "lat. 44°08'45"N., long. 103°06'15"W." to "lat. 44°08'42"N., long. 103°06'13"W." In addition, the references to 53 miles and 5.3 miles, which are distances in statute miles, are replaced with 46.2 miles and 4.6 miles, which are the nearest equivalent in nautical miles.

The Zuni, New Mexico airspace description is amended by replacing the radial from the St. Johns, AZ, VORTAC from 247° to 248°.

The FAA amends subpart E of FAA Order 7400.9, effective September 16, 1993, by deleting the airspace descriptions that correspond to the airspace areas eliminated in section 71.163 of FAA Order 7400.7A; by revising the airspace descriptions that correspond to the airspace descriptions modified in section 71.163 of FAA Order 7400.7A; and by renaming the area entitled Sault Sainte Marie, Michigan, as Upper Peninsula, Michigan. In addition, the FAA designates the following en route domestic airspace areas as Class E airspace areas.

#### **En Route Airspace Areas That Become Class E Airspace**

Badlands, South Dakota; Boardman, Oregon; Boise, Idaho; Browerville/Barter Island, Alaska; Colville, Washington; Olympic Peninsula, Washington; Rattlesnake, Wyoming; Reveille, Nevada; Schlorede, Wyoming; Sidney, Montana; Upper Peninsula, Michigan; and Zuni, New Mexico.

#### **Continental Control Area**

Currently, the Continental Control Area consists of the airspace at and above 14,500 feet MSL overlying the United States, including the waters within 12 nautical miles of the 48 contiguous States and Alaska, excluding the Alaska peninsula west of longitude 160°00'00" West. The Continental Control Area does not include: Airspace less than 1,500 feet above the surface; prohibited areas; or restricted areas other than the restricted areas currently listed in part 71, subpart D. Effective September 16, 1993, the Continental Control Area will be designated as Class E airspace extending upward from 14,500 feet MSL to, but not including 18,000 feet MSL.

In Notice No. 92-13, the FAA proposed that the Continental Control Area include the airspace in any prohibited area or restricted area that is at or above 14,500 feet MSL.

The FAA adopts the proposal to include the airspace in any prohibited or restricted area that is at or above 14,500 feet MSL in the Continental Control Area. In addition, the FAA: (1) revises existing § 71.9, "Continental control area," by deleting the provision to exclude prohibited and restricted areas; (2) revises section 71.71(a), effective September 16, 1993, by deleting the provision to exclude prohibited



§ 71.6, "Extent of area low routes;" (2) removes and reserves § 71.301 in FAA Order 7400.7A which, if any existed, would list the airspace descriptions for area low routes; (3) removes and reserves § 71.77, "Extent of area low routes," effective September 16, 1993; (4) revises subpart E of FAA Order 7400.9, effective September 16, 1993, by deleting the provision that would list the airspace descriptions for area-low routes; and (5) revises § 71.71(d), effective September 16, 1993, by eliminating the reference to area low routes.

#### **Control Areas Associated with Jet Routes Outside the Continental Control Area**

In Notice No. 92-13, the FAA proposed to eliminate control areas associated with jet routes outside the Continental Control Area. Control areas associated with jet routes outside of the Continental Control Area duplicate controlled airspace encompassed by the other airspace areas off the U.S. coast and over Alaska that extend upward from 18,000 feet MSL to FL 450.

No comments were received in response to this proposal. The proposal is adopted by the FAA. The FAA removes and reserves section 71.161, "Designation of control areas associated with jet routes outside the Continental Control Area," of FAA Order 7400.7A. In addition, the FAA revises subpart A of FAA Order 7400.9, effective September 16, 1993, by eliminating the corresponding airspace descriptions for control areas associated with jet routes outside the Continental Control Area.

#### **Reporting Points**

In Notice No. 92-13, the FAA proposed to eliminate domestic high altitude and domestic low altitude compulsory reporting points. Because of extensive domestic radar coverage, pilots are seldom required to report passing these points.

AOPA agreed with the FAA's proposal to let air traffic control retain the option of requiring pilots to make position reports because of radar system limitations or as circumstances warrant.

Individual FAA regions have stated that certain domestic low altitude reporting points are necessary. Most of these reporting points are necessary because of a lack of complete radar coverage to the minimum en route altitude (MEA) or because of a lack of overlapping radar coverage in mountainous regions. The FAA revises section 71.203, "Domestic low altitude reporting points," of FAA Order 7400.7A and subpart H of FAA Order 7400.9, effective September 16, 1993, by eliminating all of the domestic low altitude reporting points except the 72 points listed below.

#### **FAA Region: Central**

Fort Dodge, IA; Goodland, KS; Hill City, KS; Ainsworth, NE; O'Neill, NE; Pawnee City, NE; and Sidney, NE

#### **FAA Region: Eastern**

Pulaski, VA

#### **FAA Region: Great Lakes**

MILTO: INT Eau Claire, WI, 134° and Nodine, MN, 055° radials

Pellston, MI; White Cloud, MI; Alexandria, MN; Humboldt, MN; Mankato, MN; Bismarck, ND; Dickinson, ND; Dupree, SD; Yankton, SD; and Wausau, WI

#### **FAA Region: Northwest Mountain**

GARRI: INT Drummond, MT, 092° and Butte, MT, 002° radials

TITON: INT Yakima, WA 284° and Ellensburg, WA 191° radials

Carlsbad, NM; Columbus, NM; Corona, NM; Deming, NM; Farmington, NM; Pinon, NM; Roswell, NM; Santa Fe, NM; Zuni, NM; Sayre, OK; Childress, TX; Dalhart, TX; Fort Stockton, TX; Pecos, TX; and Salt Flat, TX

#### **FAA Region: Western Pacific**

Mendicino, CA; Saint Johns, AZ; Winslow, AZ; Battle Mountain, NV; Coaldale, NV; and Sod House, NV

No comments were received on the proposal to eliminate all domestic high altitude reporting points. Therefore, the FAA removes and reserves § 71.207, "Domestic high altitude reporting points," in FAA Order 7400.7A and revises subpart H of FAA Order 7400.9, effective September 16, 1993, by deleting domestic high altitude reporting points.

#### **Flushing (New York) Airport Traffic Rule**

In Notice No. 92-13, the FAA proposed to eliminate the special air traffic rules for the Flushing, New York airport. The Flushing, New York airport is closed and no immediate plans exist to reopen it. One commenter responded to this proposal.

The New York City Economic Development Corporation supports the proposal. However, the commenter stated that its support is based on the premise that eliminating the special air traffic rules will not adversely affect the Flushing Airport airspace exclusion from the LaGuardia Airport TCA.

The elimination of the Flushing (New York) special air traffic rules will not affect other airspace. Currently, the FAA does not intend to revise the New York TCA, including the portion for LaGuardia Airport. However, if in the future, the FAA decides to revise the New York TCA, the revision would be addressed under a separate rulemaking action.

The New York City Economic Development Corporation disagreed with the FAA's statement that no known plans exist to reopen Flushing Airport in the immediate future. The commenter noted that the City of New York is conducting an Airport Feasibility/Master Plan Study and preparing an associated Environmental Impact Statement to establish a vertiport at Flushing Airport.

As stated in Notice No. 92-13, Flushing Airport is closed. The possibility of reopening the airport as a vertiport remains uncertain. If plans to reopen Flushing Airport as a vertiport, or in any other capacity, are finalized and approved, the surrounding airspace would be reviewed.

The FAA adopts the proposal to eliminate the Flushing (New York) special air traffic rules and removes and reserves subpart P of part 93. The amendment becomes effective June 20, 1993, and will appear on the next sectional aeronautical chart for New York.

#### **Valparaiso, Florida Terminal Area**

In Notice No. 92-13, the FAA proposed to replace the Valparaiso, Florida Terminal Area with the Eglin, Florida Class D airspace areas. The proposal provided for one airspace area for the north-south corridor and one for the east-west corridor.

The proposed Eglin, Florida Class D airspace areas would revise existing vertical limits and the lateral boundaries, which separate the existing north-south and east-west corridors. The lateral boundaries between the corridors would be moved from north of Eglin Air Force Base to south of the base. This would ensure restricted access to the north-south corridor during military testing without constraining access to the east-west corridor.

The FAA also proposed to revise the current vertical limits of the area. The existing east-west corridor extends upward from the surface up to, but not including 8,500 feet MSL. The FAA proposed

in subpart F to part 93 and ensuring that the lateral boundaries of the areas continue to meet the lateral boundaries of the adjoining restricted areas. This amendment becomes effective December 9, 1993, which is when the New Orleans sectional aeronautical chart is issued.

The FAA revises subpart D of FAA Order 7400.9, effective September 16, 1993, by deleting the Eglin Air Force Base and Eglin AF Aux No. 3 Duke Field, Florida Class D airspace areas, which are encompassed by the Eglin, Florida Class D airspace areas. The airspace descriptions for these areas are amended by converting geographic positions from the NAD-27 to the NAD-83 survey.

The FAA revises subpart D and subpart E of FAA Order 7400.9, effective September 16, 1993, by modifying the Hurlburt Field, Florida Class D airspace area and the Crestview, Florida Class E airspace area. The revised airspace areas exclude the portion of each airspace area that extends into the Eglin, Florida Class D airspace areas.

#### **Incorporation by Reference**

The FAA amends the airspace descriptions of certain additional control areas and control zones; eliminates certain domestic low altitude reporting points; includes restricted and prohibited areas in the Continental Control Area; and eliminates all domestic high altitude reporting points, area low routes, and control areas associated with jet routes outside the Continental Control Area. The descriptions of these airspace areas, reporting points, and routes are not listed in the Code of Federal Regulations (CFR) and are not set forth in the full text of this final rule. The full listings for all additional control areas, restricted areas included in the Continental Control Area, control areas associated with jet routes outside the Continental Control Area, domestic low altitude reporting points, domestic high altitude reporting points, and area low routes are contained in sections 71.151, 71.161, 71.163, 71.203, 71.207, and 71.301 of FAA Order 7400.7A, *Compilation of Regulations*, dated November 2, 1992, and effective November 27, 1992, which is incorporated by reference in 14 CFR 71.1. The amended descriptions will subsequently be published in FAA Order 7400.7A-Supplement. Copies of FAA Order 7400.7A and FAA Order 7400.7A-Supplement may be obtained from the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-3485. Copies of FAA Order 7400.7A and FAA Order 7400.7A-Supplement may be inspected in Docket Number 26968 at the Federal Aviation Administration, Office of the Chief Counsel, AGC-10, room 915G, 800 Independence Avenue, SW., Washington, DC, weekdays between 8:30 a.m. and 5 p.m. or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Under the Airspace Reclassification final rule, descriptions of additional control areas, restricted areas included in the Continental Control Area, area low routes, and control areas associated with jet routes outside the Continental Control Area are set forth as Class E airspace areas in subpart E of FAA Order 7400.9, and descriptions of domestic low altitude reporting points and domestic high altitude reporting points are set forth in subpart H of FAA Order 7400.9. Class D airspace areas are set forth in subpart D of FAA Order 7400.9. FAA Order 7400.9, *Airspace Reclassification*, effective September 16, 1993, is also incorporated by reference in 14 CFR 71.1. The amended airspace descriptions are not listed in the CFR and are not set forth in the full text of this final rule but will subsequently be published in FAA Order 7400.9-Supplement. Copies of FAA Order 7400.9 and FAA Order 7400.9-Supplement may be obtained from the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267-3485. Copies of FAA Order 7400.9 and FAA Order 7400.9-Supplement may be inspected in Docket Number 26968 at the Federal Aviation Administration, Office of the Chief Counsel, AGC-10, room 915G, 800 Independence Avenue, SW., Washington, DC, weekdays between 8:30 a.m. and 5 p.m. or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### **ICAO Considerations**

Because a portion of this amendment relates to navigable airspace outside the United States, this amendment is subject to, and complies with, the ICAO International Standards and Recommended Practices.

over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices in a manner that is consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, a state's aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the United States agreed by Article 3(d) that its state aircraft will be operated in international airspace with due regard for the safety of civil aircraft.

Because these amendments involve, in part, the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

#### **Paperwork Reduction Act**

In accordance with the Paperwork Reduction Act of 1980 (Pub. L. 96-511), no requirements for information collection are associated with this rule.

#### **Regulatory Evaluation Summary**

Executive Order 12291 established the requirement that, within the extent permitted by law, a Federal regulatory action may be undertaken only if the potential benefits to society for the regulations outweigh the potential costs to society. In response to this requirement, and in accordance with Department of Transportation policies and procedures, the FAA has estimated the anticipated benefits and costs of this rulemaking action. The results are summarized in this section. For more detailed economic information, see the full regulatory evaluation contained in the docket.

#### **Costs**

The costs of the Offshore Airspace Reconfiguration final rule are a part of the \$1.9 million cost of the Airspace Reclassification final rule because the costs, which include modification of manuals, charts, and training materials, have already been accounted for in that final rule. For a detailed discussion of how the FAA derived these costs, the reader is directed to the final regulatory analysis of the Airspace Reclassification final rule (56 FR 65638). A brief discussion explaining each of these costs is presented below.

##### *Revisions to Aeronautical Charts*

The cost of modifying the aeronautical charts to reflect the new offshore airspace areas is part of the estimated \$1.2 million cost of making all revisions necessitated by airspace reclassification. The National Ocean Service (NOS), which publishes and distributes aeronautical charts, provided this cost estimate. The estimate represents the cost of changing the airspace dimensions and symbols on the plates from which aeronautical charts are printed.

##### *Revisions of Air Traffic Training Courses*

The cost of revising the courses used to instruct air traffic controllers in offshore airspace areas is part of an estimated \$53,000 (discounted) in controller training costs noted in the Airspace Reclassification final rule. This includes developing and conducting a one-week seminar for FAA student controllers (\$10,000) and revising lesson plans, visual aids, handouts, laboratory exercises, and tests (\$43,000).

##### *Re-education of Pilot Community*

The cost of re-educating the pilot community on the modifications in the Offshore Airspace Reconfiguration final rule is part of an estimated \$625,000 (discounted) total cost of re-educating the pilot community specified in the Airspace Reclassification final rule. This includes the publication and mailing of an

The current base levels of offshore areas range from 700 feet MSL to FL 240. Most of the base levels, however, are below 5,500 feet MSL so the final rule will, in effect, raise them. Raising the base levels will convert controlled airspace into uncontrolled airspace and consequently lower the minimum visibility and cloud clearance requirements. The volume of air traffic offshore and the need for air traffic control services are minimal below 5,500 feet MSL. Thus, the FAA contends that raising the base levels will not result in a decrease in safety or impose any costs on the FAA or on the flying public.

#### *Deletion of Area Low Routes*

Since the FAA has not established any area low routes and because there is no need to create any, there will be no monetary cost or decrease in safety when their reference is removed from the FAR.

#### *Removal of High and Low Altitude Reporting Points*

Advances in radar technology have increased domestic radar coverage so extensively that most compulsory reporting points have become an unnecessary redundancy in the air traffic control system. Therefore, there will be no reduction in safety when domestic high altitude reporting points and most domestic low altitude reporting points are removed.

#### *Continental Control Area*

The provision to include prohibited and restricted areas above 14,500 feet MSL in the Continental Control Area will not impose costs or decrease safety. Restricted airspace and prohibited airspace will be released to air traffic control only with the permission of the using agency, and then IFR aircraft operators will be allowed in only with a clearance from air traffic control.

### **Benefits**

The Offshore Airspace Reconfiguration final rule will share benefits of enhanced aviation safety and operational efficiency with the Airspace Reclassification final rule. Like the costs, most of the benefits of this final rule have already been attributed to the Airspace Reclassification final rule. However, there are some additional safety and efficiency benefits that this final rule will generate apart from the Airspace Reclassification final rule. All of these benefits are discussed below.

#### *Off Shore Airspace Reconfiguration*

This final rule will reclassify certain airspace areas that were not specifically addressed in the Airspace Reclassification final rule. However, these changes will be carried out in conjunction with that rule. The areas that would be reclassified by the Offshore Airspace Reconfiguration final rule are as follows:

*Offshore airspace areas from 18,000 feet MSL to FL 600 will be reclassified as Class A airspace;*  
*and*

*Offshore airspace areas designated between 5,500 feet MSL, or other specified altitudes, and 18,000 feet MSL will be reclassified as Class E airspace.*

These new offshore airspace classifications will enhance aviation safety by simplifying the airspace classifications and reducing airspace complexity. The airspace areas affected by the final rule will be designated on aeronautical charts with fewer airspace names, terms, and symbols. Furthermore, the new airspace classifications will mirror those established by ICAO, thus making U.S. airspace more standardized and more familiar to foreign pilots. All of these changes will generate benefits of easier and more precise navigation and safer operation in offshore airspace areas.

using agency. This action benefits aircraft operators and air traffic control because it promotes real time use of joint use airspace by allowing air traffic control to route IFR aircraft through the special use airspace.

#### *Simplification of U.S. Airspace*

The Offshore Airspace Reconfiguration final rule will also generate benefits in the form of a simpler and more efficient airspace system. This will be accomplished by deleting several airspace designations that have become obsolete or redundant due to advances in radar technology, expansion of radar and radio coverage, and changes in air traffic control and aircraft operator's airspace requirements. The deletions and their specific benefits are discussed below.

#### *High and Low Altitude Reporting Points*

Advances in radar technology have increased domestic radar coverage so extensively that most domestic compulsory reporting points have become an unnecessary redundancy in the air traffic control system. Because of extensive radar coverage, pilots are seldom required inform air traffic control when passing reporting points. Therefore, there will be no reduction in safety when all domestic high altitude reporting points and most domestic low altitude reporting points are removed.

#### *Area Low Routes*

Deleting area low routes will not reduce aviation safety because no routes were ever established.

#### **Conclusion**

The costs of the Offshore Airspace Reconfiguration final rule are part of an estimated \$1.9 million cost (discounted, 1990 dollars), which has already been accounted for in the Airspace Reclassification final rule. The benefits of the final rule will be a simpler, more efficient, and more uniform airspace system, ultimately resulting in increased safety to the aviation community. Thus, the FAA contends that the final rule is cost beneficial.

#### *International Trade Impact Analysis*

Because the Offshore Airspace Reconfiguration final rule will only affect U.S. airspace and airspace over which the United States has jurisdiction, it will not impose any adverse operating requirements on foreign aircraft operators. By September 16, 1993, virtually all foreign aircraft operators will be operating under requirements similar to those contained in this final rule and the Airspace Reclassification final rule. The requirements in this Final Rule are based on those established by ICAO's airspace reclassification. Thus this final rule will have no affect on the sale of foreign aviation products or services in the U.S., nor will it affect the sale of U.S. products or services in foreign countries.

#### *Regulatory Flexibility Determination*

The Regulatory Flexibility Act of 1980 (RFA) was enacted to ensure that small entities are not unnecessarily and disproportionately burdened by Government regulations. The RFA requires agencies to review rules that may have "a significant economic impact on a substantial number of small entities." The small entities that the final rule will affect are pilot schools (SIC 8299).

Training materials used in the courses offered by the pilot schools will have to be modified to reflect the changes in airspace classification. However, pilot schools will not incur any cost impact since the documents they use must be regularly updated as a normal cost of doing business. Thus, the final rule will not have a significant cost impact on them.

Determination and the International Trade Impact Analysis, the FAA has determined that this regulation is not major under Executive Order 12291. In addition, the FAA certifies that this regulation will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This regulation is not considered significant under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). A final regulatory evaluation of the regulation, including a final Regulatory Flexibility Determination and International Trade Impact Analysis, has been placed in the docket. A copy may be obtained by contacting the person identified under "FOR FURTHER INFORMATION CONTACT."

#### **The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends parts 71 and 93 of the Federal Aviation Regulations (14 CFR parts 71 and 93).

The authority citation for part 71 continues to read as follows:

*Authority:* 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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【The complete listing for all jet routes, area high routes, Federal airways, control areas, control area extensions, area low routes, control zones, transition areas, terminal control areas, airport radar service areas, positive control areas, reporting points, and other controlled airspace can be found in FAA Order 7400.7A, Compilation of Regulations, dated November 2, 1992, and effective November 27, 1992. Superseding portions of FAA Order 7400.7A, the descriptions of additional control areas, domestic low altitude reporting points, and control zones can be found in FAA Order 7400.7A—Supplement. The incorporation by reference of FAA Order 7400.7A was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.7A and 7400.7A—Supplement is effective November 27, 1992 through September 15, 1993. During the incorporation by reference period, proposed individual changes to the listings of jet routes, area high routes, Federal airways, control areas, control area extensions, control zones, transition areas, terminal control areas, airport radar service areas, positive control areas, reporting points, and other controlled airspace will be published in full text as proposed rule documents in the *Federal Register*. Amendments to the listings of jet routes, area high routes, Federal airways, control areas, control area extensions, control zones, transition areas, terminal control areas, airport radar service areas, positive control areas, reporting points, and other controlled airspace will be published in full text as final rules in the *Federal Register*. Periodically, the final rule amendments will be integrated into a revised edition of the FAA Order and submitted to the Director of the *Federal*

Avenue, SW., Washington, DC 20591, (202) 267-3485. Copies of FAA Order 7400.7A and FAA Order 7400.7A—Supplement may be inspected in Docket Number 26968 at the Federal Aviation Administration, Office of the Chief Counsel, AGC-10, Room 915G, 800 Independence Avenue, SW., Washington, D.C. weekdays between 8:30 a.m. and 5:00 p.m., or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. This section is effective April 1, 1993 through September 15, 1993.】

(Amdt. 71-6, Eff. 6/25/70); (Amdt. 71-7, Eff. 7/22/70); (Amdt. 71-10, Eff. 3/14/85); (Amdt. 71-14, Eff. 12/17/91); (Amdt. 71-15, Eff. 3/19/92); (Amdt. 71-16, Eff. 10/15/92); (Amdt. 71-18, Eff. 11/27/92); [(Amdt. 71-19, Eff. 4/1/93 through 9/15/93)]

### § 71.3 Classification of Federal airways.

Federal airways are classified as follows:

(a) Colored Federal airways:

- (1) Green Federal airways.
- (2) Amber Federal airways.
- (3) Red Federal airways.
- (4) Blue Federal airways.

(b) VOR Federal airways.

### § 71.5 Extent of Federal airways.

(a) Each Federal airway is based on a centerline that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

the navigational aids defining that segment, and—

(i) The changeover point is midway between the navigational aids, the airway includes the airspace between lines diverging at angles of  $4.5^\circ$  from the centerline at each navigational aid and extending until they intersect opposite the changeover point; or

(ii) The changeover point is not midway between the navigational aids, the airway includes the airspace between lines diverging at angles of  $4.5^\circ$  from the centerline at the navigational aid more distant from the changeover point, and extending until they intersect with the bisector of the angle of the centerlines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid it includes the additional airspace within lines diverging at angles of  $4.5^\circ$  from the centerline extending from the associated navigational aid to a line perpendicular to the centerline at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend beyond the domestic/oceanic control area boundary.

(c) Unless otherwise specified in subpart B or C—

(1) Each Federal airway includes that airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(e) A Federal airway does not include the airspace of a prohibited area.

(Amdt. 71-3, Eff. 4/26/65); (Amdt. 71-5, Eff. 6/3/69)

#### **§ 71.6 [Removed and Reserved.]**

(Amdt. 71-7, Eff. 7/22/70); [(Amdt. 71-19, Eff. 4/1/93)]

#### **§ 71.7 Control areas.**

Control areas consist of the airspace designated in subparts B, C, E, and J, but do not include the continental control area. Unless otherwise designated, control areas include the airspace between a segment of a main VOR Federal airway and its associated alternate segments with the vertical extent of the area corresponding to the vertical extent of the related segment of the main airway.

(Amdt. 71-7, Eff. 7/22/70)

#### **§ 71.9 Continental control area.**

【The Continental Control Area consists of the airspace at and above 14,500 feet MSL overlying the 48 contiguous States, including the waters within 12 nautical miles from the coast of the 48 contiguous States; the District of Columbia; Alaska, including the waters within 12 nautical miles from the coast of Alaska; excluding the Alaska peninsula west of longitude  $160^\circ 00' 00''$ W. The Continental Control Area does not include the airspace less than 1,500 feet above the surface of the earth.】

(Airspace Doc. 69-AL-5, Eff. 4/2/70); (Airspace Doc. 70-WA-11, Eff. 4/30/70); (Amdt. 71-9, Eff. 7/28/75); (Amdt. 71-12, Eff. 12/27/88); [(Amdt. 71-19, Eff. 4/1/93 through September 15, 1993).】

#### **§ 71.11 Control zones.**

【The control zones listed in subpart F of FAA Order 7400.7A (incorporated by reference, see § 71.1) consist of controlled airspace which, unless otherwise specified, extends upward from the sur-

#### **§ 71.12 Terminal control areas.**

The terminal control areas listed in subpart K of this part consist of controlled airspace extending upward from the surface or higher to specified altitudes, within which all aircraft are subject to operating rules and pilot and equipment requirements specified in Part 91 of this chapter. Each such location includes at least one primary airport around which the terminal control area is located.

(Amdt. 71-6, Eff. 6/25/70); (Amdt. 71-8, Eff. 7/20/73); (Amdt. 71-11, Eff. 1/12/89)

#### **§ 71.13 Transition areas.**

The transition areas listed in subpart G consist of controlled airspace extending upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed; or from 1,200 feet or more above the surface of the earth when designated in conjunction with airway route structures or segments. Unless otherwise specified, transition areas terminate at the base of the overlying controlled airspace.

#### **§ 71.14 Airport radar service areas.**

The airport radar service areas listed in subpart L of this part consist of controlled airspace extending upward from the surface or higher to specified

The positive control areas listed in subpart H consist of controlled airspace within which there is positive control of aircraft.

#### **§ 71.17 Reporting points.**

(a) The reporting points listed in subpart I consist of geographic locations, in relation to which the position of an aircraft must be reported in accordance with § 91.183 of this chapter.

(b) Unless otherwise designated, each reporting point applies to all directions of flight. In any case where a geographic location is designated as a reporting point for less than all airways passing through that point, or for a particular direction of flight along an airway only, it is so indicated by including the airways or direction of flight in the designation of geographical location.

(c) Unless otherwise specified, place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names.

(Amdt. 71-13, Eff. 8/18/90)

#### **§ 71.19 Bearings; radials; miles.**

【All bearings and radials in this part are true and are applied from point of origin and all mileages in this part are stated as nautical miles.】

【(Amdt. 71-14, Eff. 10/15/92)】







(Amdt. 71-14, Eff. 12/12/91)

**§ 71.603 Jet routes.**

Each jet route designated in § 71.607 consists of a direct course for navigating between 18,000 feet MSL and flight level 450, inclusive, between the navigational aids and intersections specified for that route.

(Amdt. 71-14, Eff. 12/12/91)

**§ 71.605 Area routes above 18,000 feet MSL.**

Each area route designated in § 71.609 consists of a direct course for navigating aircraft at altitudes

reference, see § 71.1).】

(Amdt. 71-14, Eff. 12/12/91); 【(Amdt. 71-18, Eff. 11/27/92)】

**§ 71.609 Area high route descriptions.**

【Each area high route description can be found in subpart M of FAA Order 7400.7A (incorporated by reference, see § 71.1).】

(Amdt. 71-14, Eff. 12/12/91); 【(Amdt. 71-18, Eff. 11/27/92)】





**§ 71.1    Airspace classification.**

*[The complete listing of these airspace designations can be found in FAA Order 7400.9, Airspace Reclassification, which is effective September 16, 1993. Superseding portions of Subparts A, D, and E, and H of FAA Order 7400.9, the descriptions of Class A, D, and E airspace areas and reporting points can be found in FAA Order 7400.9—Supplement. The incorporation by reference of FAA Order 7400.9 was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order 7400.9 and 7400.9—Supplement is effective as of September 16, 1993, through September 15, 1994. During the incorporation by reference period, proposed individual changes to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas, airways, routes, and reporting points will be published in full text as proposed rule documents in the Federal Register. Amendments to the listings of Class A, Class B, Class C, Class D, and Class E airspace areas, airways, routes, and reporting points will be published in full text as final rules in the Federal Register. Periodically, the final rule amendments will be integrated into a revised edition of the FAA Order and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. Copies of FAA Order 7400.9 and FAA Order 7400.9—Supplement may be obtained from the Document Inspection Facility, APA-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, (202) 267-3485. Copies of FAA Order 7400.9 and FAA Order 7400.9—*

*26968, at the Federal Aviation Administration, Office of the Chief Counsel, AGC-10, room 915G, 800 Independence Avenue, SW., Washington, D.C. 20591, weekdays between 8:30 a.m. and 5:00 p.m. or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, D.C.]*

*(a) The airspace assignments described in this subpart are designated as Class A airspace areas.*

*(b) The airspace assignments described in Subpart B are designated as Class B airspace areas.*

*(c) The airspace assignments described in Subpart C are designated as Class C airspace areas.*

*(d) The airspace assignments described in Subpart D are designated as Class D airspace areas.*

*(e) The airspace assignments described in Subpart E are designated as Class E airspace areas.*

*(f) Airspace not assigned in Subpart A, B, C, D, E, or H of this part is uncontrolled airspace and is designated as Class G airspace.*

*(Amdt. 71-16, Eff. 9/16/93); [(Amdt. 71-19, Eff. 9/16/93)]*

**§ 71.3    [Reserved]**

**§ 71.5    Reporting points.**

*The reporting points listed in Subpart H of FAA Order 7400.9 (incorporated by reference, see § 71.1) consist of geographic locations at which the position of an aircraft must be reported in accordance with Part 91 of this chapter.*

**§ 71.7    Bearings, radials, and mileages.**

*All bearings and radials in this part are true and are applied from point of origin and all mileages in this part are stated as nautical miles.*

- Class B airspace;
- (2) Class B airspace is more restrictive than Class C, Class D, Class E, or Class G airspace;
  - (3) Class C airspace is more restrictive than Class D, Class E, or Class G airspace;
  - (4) Class D airspace is more restrictive than Class E or Class G airspace; and
  - (5) Class E is more restrictive than Class G airspace.

**§ 71.31 Class A airspace.**

*The airspace descriptions contained in § 71.33 of this part and the routes contained in Subpart A of FAA Order 7400.9 (incorporated by reference, see § 71.1) are designated as Class A airspace within which all pilots and aircraft are subject to the rating requirements, operating rules, and equipment requirements of Part 91 of this chapter.*

*(b) That airspace of the State of Alaska, including that airspace overlying the waters within 12 nautical miles of the coast, from 18,000 feet MSL to and including FL600 but not including the airspace less than 1,500 feet above the surface of the earth and the Alaska Peninsula west of longitude 160°00'00" West.*

**[(c) The airspace areas listed as offshore airspace areas in subpart A of FAA Order 7400.9 (incorporated by reference, see § 71.1) that are designated in international airspace within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic ATC procedures are applied.]**

**[(Amdt. 71-19, Eff. 9/16/93)]**

160°00'00"W.; and

[(2) *The airspace below 1,500 feet above the surface of the earth.*]

(b) *The airspace areas designated for an airport in Subpart E of FAA Order 7400.9 (incorporated by reference, see § 71.1) within which all aircraft operators are subject to the operating rules specified in Part 91 of this chapter.*

(c) *[The airspace areas listed as domestic airspace areas in subpart E of FAA Order 7400.9 (incorporated by reference, see § 71.1) which extend upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed, or from 1,200 feet or more above the surface of the earth for the purpose of transitioning to or from the terminal or en route environment. When such areas are designated in conjunction with airways or routes, the extent of such designation has the lateral extent identical to that of a Federal airway and extends upward from 1,200 feet or higher. Unless otherwise specified, the airspace areas in the paragraph extend upward from 1,200 feet or higher above the surface to, but not including, 14,500 feet MSL.]\**

(d) *[The Federal airways described in Subpart E of FAA Order 7400.9 (incorporated by reference, see § 71.1).*

(e) *[The airspace areas listed as en route domestic airspace areas in subpart E of FAA Order 7400.9 (incorporated by reference, see § 71.1). Unless otherwise specified, each airspace area has a lateral extent identical to that of a Federal airway and extends upward from 1,200*

*specified, each airspace area extends upward from a specified altitude up to, but not including, 18,000 feet MSL.]*

*[(Amdt. 71-16, Eff. 9/16/93)]; [(Amdt. 71-19, Eff. 9/16/93)]*

## **§ 71.73 Classification of Federal airways.**

*Federal airways are classified as follows:*

(a) *Colored Federal airways:*

- (1) *Green Federal airways.*
- (2) *Amber Federal airways.*
- (3) *Red Federal airways.*
- (4) *Blue Federal airways.*

(b) *VOR Federal airways.*

## **§ 71.75 Extent of Federal airways.**

(a) *Each Federal airway is based on a center line that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.*

(b) *Unless otherwise specified:*

(1) *Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the center line. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.*

(2) *Where the changeover point for an airway segment is more than 51 miles from either of the navigational aids defining that segment, and—*

(i) *The changeover point is midway between the navigational aids, the airway includes the airspace between lines diverging at angles of*

intersect with the bisector of the angle of the center lines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid, it includes the additional airspace within lines diverging at angles of 4.5° from the center line extending from the associated navigational aid to a line perpendicular to the center line at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend into an oceanic control area.

(c) Unless otherwise specified—

adjoining navigational aids or intersections, and

(2) The airspace of a Federal airway, within the lateral limits of a Class E airspace area with a lower floor, has a floor coincident with the floor of that area.

(d) A Federal airway does not include the airspace of a prohibited area.

**§ 71.77 [Removed and Reserved.]**

(Amdt. 71-19, Eff. 9/16/93)]

**§ 71.79 Designation of VOR Federal airways.**

Unless otherwise specified the place names appearing in the descriptions of airspace areas in Subpart E of FAA Order 7400.9 (incorporated by reference, see § 71.1) designated as VOR Federal airways indicate VOR or VORTAC navigational facilities identified by those names.

## **Subpart F—[Reserved]**

## **Subpart G—[Reserved]**







